DETROIT LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details marking airport lighting, operation, and services. Airports with a rotating beacon that are known to be operational are shown in Green.

AIRPORTS

Other than Hard-surfaced runways — Airports Without Beacons

Hard-surfaced runways 1500 ft. to 8999 ft. in length

Hard-surfaced runways greater than 9000 ft. or Hard-surfaced runways with Visual Glide Slope Indicators

Open and sealed hard-surfaced runway configurations indicating approximate VFR traffic pattern size and direction

All recognizable hard-surfaced runways, including those closed, are shown regardless of length. Runways under construction are not shown.

ADDITIONAL AIRPORT INFORMATION

Private (PVT) - Not public use; has business value

Military - Other than hard-surfaced, all military airports are shown regardless of length

Abandoned airport, landing area, or runway (ABD) — Heliport (HELI) — Seaplane Base (SEAP)

Obstruction symbol (see Chart Supplement for additional information)

Airports/heliports outside the use of this marks around basic airport symbol. Consult Supplement for details and availability.

Rotating airport beacon in operation Sunset to Sunrise

Rotating airport beacon in operation Sunset to Sunrise; OBJECTIONABLE - Shield that obviously affects airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Effective hours of operation are shown in local time. When operation is continuous, "H24" is shown.

Class B Airspace (see Class B Airspace section for more information)

Class C Airspace with Radar Service to Primary Airport (see Class C Airspace section for more information)

Class D Airspace with operating control tower; status indicates surface up to but not above 2,500 ft. above airport elevation

Class E Airspace with Part 93 Exemption; status indicates surface up to but not above 2,500 ft. above airport elevation

Class E Airspace with Part 93 Exemption; 700 ft. above surface but not above 1,200 ft. above surface; the higher Class E Airspace overlies the lower Class E Airspace

Class E Airspace extends upward from 700 ft. or greater above surface of the earth

2100 MSL — Class E Airspace floor not associated with an airport

Class E Airspace surface area for an airport without a control tower (see Class E Airspace section for more information)

Class E Airspace extends upward from the surface (see Class E Airspace section for more information)

Class E Airspace extends upward from 1200 ft. above surface (see Class E Airspace section for more information)

Class E Airspace extends upward from 14,500 ft. MSL (see Class E Airspace section for more information)

Class E Airspace extends upward from 18,000 ft. MSL (see Class E Airspace section for more information)

Class G Airspace (see Class G Airspace section for more information)

Prohibited, Restricted, and Warning Areas

Alert Area and Military Operations Area (MOA) (see Special Use Airspace section for more information)

Special Airport Traffic Area (see Part 93 for more information)

National Parachute Jumping Area

Air Defense Identification Zone (ADIZ)

Zero Path All Directions

Terminal Radar Service Area (TRSA) (see TRSA section for more information)

MTR - Military Training Route

COMMUNICATION BOXES

CONTROL TOWER: 123.6 — CTAF: 123.6 — UNICOM: 122.8

Frequency is Monitored by FSS

Frequency is not Monitored by FSS

Crosshatch indicates Common Traffic Advisory Frequency (CTAF)

Crosshatch indicates Universal Communications (UNICOM)

ASOS/AWOS — Automatic Surface Observing System / Automated Weather Observing System

ATIS — Automatic Terminal Information Service

ASOS/AWOS-3 — Automated Surface Observing System / Automated Weather Observing System

ASOS/AWOS-3P — Automated Surface Observing System / Automated Weather Observing System

ASOS/AWOS reports may not be located at airports.

VFR Advisory — VFR Advisory Service shown where full-time ATIS broadcasts and frequency is other than primary FSS frequency.

L — Lighting limited to pilot control

H — Lighting limited to hours stated in Supplement

T — Length of longest runway in hundreds of feet. Lighting is part-time.

More information is lighting. No maximum character is entered when the number of characters exceeds the space provided. Refer to Chart Supplement for longest runway in full-length lighting.

RADIO AIDS TO NAVIGATION

VOR (Very High Frequency Omnidirectional Range) — VORTAC — VOR/DME — TACAN — NDB (Non-Directional Radio Beacon) Beacon

OBSTRUCTIONS

1,549 ft and higher AGL — Less than 1,549 ft AGL — Group of Obstructions — Obstruction Lighted — Obstruction Marked — Height above ground level — Elevation of the highest obstruction in the group — Height above ground level — Elevation of the highest obstruction in the group — Height above ground level — Elevation of the highest obstruction in the group